

EX-MINISTER OF
PUBLIC WORKS

(Continued from Page One.)

It is given not only to contractors against the company, but also to employees and supply men against contractors and sub-contractors. The information is to be given from time to time not "upon request," but as a condition of the progress payments.

The provision as to the procuring of supplies, etc., in Canada is almost identical.

As to Fire Protection. In regard to protection from fire the A. & G. W. Railway agreement provides that the company shall comply with such regulations as may be made—not by agreement—but by the lieutenant governor in council.

The provisions in the C.N.R. agreement as to fair and reasonable prices to workmen is repeated.

The cause as to fair wages in the C.N.R. agreement is materially extended. Disputes in every case are to be referred to the lieutenant governor in council, who has the sole power to settle what is the current rate, not only as to wages, but the hire of tools, and also to fix the hours of work and the minimum rate of wages, the company being compelled to file an abstract statement showing the rates of wages and all particulars as to unpaid wages.

No Aliens to be Employed. The Alberta and Great Waterways Railway agreement further provides that engineers and assistants, other than consulting engineers, the chief and one assistant, shall be Canadians.

No Laborers shall be employed belonging to a country which has an alien labor law excluding Canadians from employment.

The company is obliged to carry stone and gravel required by authorities for public roads at actual cost.

Proper sanitary conditions are enforced in construction camps and provision made for the isolation of contagious diseases, both under the supervision of the Provincial Board of Health.

The drainage of adjacent lands must be provided for where necessary.

"Apart from the agreement you will remember that the Alberta and Great Waterways Railway Guarantee Act provides in sections 8 and 9 for the control of the rates of this railway by the lieutenant governor in council, and also that the company shall not amalgamate or lease or transfer their railway or adopt any other method of placing their railway under the management or control in whole or in part of any other railway or railways in any manner whatsoever without the sanction of the government."

In their right to their right to lease their undertaking is subject to the approval of the lieutenant governor in council. In this act also it is provided that they are to give such information as the government may require with regard to the plans of their passenger and freight stations and are to comply with such terms as the government may enact with regard to the operation of these stations, the number of same and the intervals at which stoppages are to be made for the accommodation of the public.

Option of Purchase. "By section 20 of the act, the government have the option of purchasing the entire undertaking of the company at a fair value, and it is provided by the following that the company is to follow the policy of the railway being completed the company are to provide accommodation for freight and passengers."

"Besides all these provisions, which are applicable to this company alone and not to the other companies, you will keep in mind that the company is subject to compliance with the Provincial Railway Act, and the terms of their act and under the terms of the Provincial Railway Act, the lieutenant governor in council is presently in the same position as the Board of Railway Commissioners of Canada under the Dominion Act."

Company Exceeded Specifications. "The following are some of the particulars in which the Alberta and Great Waterways railway is better than the specifications to which they are called to build and better than the specifications required for the Canadian Northern or the Grand Trunk Pacific."

1—Road Bed—The railway are building a 15 foot road bed at formation level, and on embankments over 10 feet high a 16 foot bed, and on embankments over 15 feet high an 18 foot bed. This is the same as the Grand Trunk Pacific main line standard. The specifications only call for a 14 foot road bed.

2—Width of Cuttings—The railway are building cuttings 22 feet wide at formation level, that is to say at the top of the dump or surface upon which the ballast and rails are laid. The specifications only call for 20 feet at formation level, this being the same as in the case of the Canadian Northern and Grand Trunk Pacific. The company and therefore building 2 feet over what the standard construction calls for.

3—Timber Skings—The company are putting in British Columbia rail on all their sidings although they are entitled under the specifications to put in spruce. The reason of this is that it is upon the sidings where the heaviest work takes place.

4—Switches—The company are using what are called "split" switches throughout, not "stub" switches, which are admittedly inferior to split switches and are a great improvement. A split switch is in use on the main line of the Canadian Pacific today, but not called for in the specifications of the Canadian Northern main line, nor in the specifications of this company. The object of the split switch is to save the rolling stock and to prevent the jarring which happens when a train passes over a stub switch.

5—Extension—The company are using the latest improved design, approved by the American Society of

Civil Engineers, to connect their rails. No fish plates are being used at all, but angle bars are being used as all but a considerable increase in cost, but an ultimate saving of a very large sum, and particularly suited to a climate where extremes of heat and cold occur. This is the first time expansion joints have ever been introduced into Western Canada.

6—Telephone Equipment—The company has arranged to install a complete telephone equipment service similar to the service in use on the main line of the Canadian Pacific between Brandon and Winnipeg. This service consists in transmitting instruments being provided every second mile of the railway with which the conductor on the train can connect from his cab and thus get into communication anywhere along the line. The usual telephone service at stations will, of course, be in addition to this equipment, and the company will use the telephone exclusively instead of the telegraph for the connection with their dispatches, this being recognized to be the best modern railway practice.

7—Water Tanks—The specifications allow the company to put their water tanks twenty miles apart. As a matter of fact the company are laying out their line and are arranging their construction with the purpose of having water tanks of the standard size, namely, forty thousand to sixty thousand gallons for tanks, every twelve to fifteen miles.

The Special Train. "Now Mr. Speaker, in reference to the officials of the government who went to New York on the much talked of special train, they are men of the highest integrity and irreproachable character and of the highest standing in the community, who have my full confidence, and I am perfectly sure that they will do their duty to the best of their ability."

House Was Satisfied. "The assurance of the premier that satisfied the House," said Mr. Boyle, "for the members had full confidence in him and all the members thought that the government was doing its duty for the public interest. It was then believed that 5 per cent, as specified by the G.T.P. in their contract, was the opinion of the premier, who was the provincial treasurer, and for that reason should best know the rate of interest."

"What happened after the legislature was dissolved? Did the premier appoint an engineer was appointed the 4th of this month. Did he have his engineers examine the plans and profiles, the cuts and fills, and having it done, did he have his engineers check up the details of the road? I repeat to you, the premier as a matter of fact did not. Did the Clarke put any of their line in the pocket? Before the profiles were filed, before the engineer was appointed the premier put the \$74,000 of the money of the province into the pocket and pocketed not a cent of the money of the Clarke."

"From the files that have been taken I find that the day after the legislature was dissolved, the premier called the questions last week concerning the capital stock and the names of the directors, the following were sent to the premier by the deputy attorney general and the following answer received:—

Telegram—Personal.
To G. D. Minty,
Tupper, Galt & Minty, Winnipeg.
Wire me present directors of Great Waterways, amount of capital stock, and amount paid on same; both when guarantee was executed, and when it was paid. S. B. WOODS, D.A.G.

A Nest of Traitors. "From what I have observed and learned within the last few days, I have almost arrived at the conclusion that there is a nest of traitors in the Liberal camp in Alberta. It is not a nest of traitors, it is a nest of traitors. I don't count the name of the ex-minister of public works with that nest. That would be ungenerous, but I think that he has been misled. He has been duped. He led to his own calm judgment he would still be an honored and honorable member of my cabinet. (Hear, hear.)"

Let me again Mr. Speaker express my deep, my sincere regret that Mr. Cushing says he to leave my cabinet. I had in mind that he would see completed as minister of public works the Legislative building, and his new use, additional provincial buildings in his own city and in other parts of the province, and other desirable and necessary works, and I say a word of regret that he has left the province under the impression that there is no man in the province under whose control I would prefer to see them built.

The premier resumed his seat amid applause.

John R. Boyle. J. R. Boyle, in moving his want of confidence resolution calling for explanation and the building of the A. & G. W. railway by a commission of three members of the legislature or otherwise, asked the indulgence of the House in making a few personal remarks. It was not a pleasant duty, but he felt that it was his duty to do so. He had been asked to do so by a confidence resolution in a government that he had supported for years and including two members with whom he had been close friends for years. But he was called upon to choose between his friends and his duty to the province. The course he had taken was to do what he could take in the interests of the people.

Last year when the legislature met, certain railway bills were passed granting certain concessions to the G. T. P. C. N. R. and the Alberta and Great Waterways railway guarantee act. However, the bill of Nov. 14th, 1909, from Hon. A. C. Rutherford, to W. R. Clarke, Kansas City, showed that it long before had been considered and agreed that the government should promote the legislation that went through last year. Had this been known he doubted if he would have given it so much support as he did. He questioned greatly if they were constitutional for the premier to give a company an undertaking that certain draft legislation should go through the House. However, the promise was made and the legislation was passed. The copy of a letter to Mr. Clarke from the premier came down from the attorney general's office and why it was there he did not know.

Object to Applause. At this point, owing to several bursts of applause from the other benches, Mr. McKenzie rose to a point of order. He objected to applauding speeches from the galleries. It was entirely unduly to the House that such should be allowed.

The speaker warned the spectators that no applause must be given to any speaker.

Quoting from the railway speech of the premier, delivered last year, Mr. Boyle said that the G.T.P. had adopted for the Alberta and Great

Waterways Railway. Had the government an engineer then he would have at once recognized that these specifications were not for modern requirements.

Mr. Boyle then took up the specifications of the Alberta and Great Waterways Railway, comparing them with the Dominion specifications and contending that they were even less stringent for the Alberta road. The Dominion specifications called for eight inch ties, the Alberta and Great Waterways only had six inch ties; the Dominion specifications called for gravel, the Alberta and Great Waterways had only to use prairie loam and the same easier conditions prevailed throughout. The government adopted the specifications of D. D. Mann, thinking they were the Dominion specifications, whereas he must have intended them as a joke.

Conditions Differed. As a matter of fact, said Mr. Boyle, the government was in a different position in dealing with the G.T.P. or the C.N.R. and this bunch of railway promoters from Kansas City. The G.T.P. both had large systems in Canada and it would be to their interest to have the most possible of brains from one source. So if the government made a loose bargain with these established lines, it might as well have made a bargain with the railways as with the Minnys, who had no standing as railway builders, but who were the standard of railway to live up to. In the case of the Alberta and Great Waterways Railway, however, we had a railway built on specifications which D. D. Mann himself said were not good for anything but a line upon which what a railway may be called, continued the speaker, "we must know where we are going."

The G.T.P. is one of the most expensive railways in Canada, because it is built on a maximum 4-10 per cent grade, but it is possible with the minimum of curvature. The Alberta and Great Waterways Railway, however, was built on a maximum 4-10 per cent grade, but it is possible with the minimum of curvature. The Alberta and Great Waterways Railway, however, was built on a maximum 4-10 per cent grade, but it is possible with the minimum of curvature.

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vince when they allowed these bonds to be sold at that figure. It will not to the credit of the province any good to allow such a sale. Who does the premier select as the agent of the government? The firm was named by Mr. Clarke and I say that it will be difficult to convince the province that Mr. Clarke did not get more than par for these bonds. When the premier found that these bonds could not be sold for more than par he should have stayed his hand and not sacrificed the credit of the province. He should have had the act amended by the Legislature, naming a lower rate of interest."

Mr. Boyle then read a number of shippings from financial papers which had been pasted on the backs of the documents in the files of the deputy attorney-general, in criticism of the issue and sale of the bonds of the railway company. The result of the issue had been, said one journal, "lower the credit, and alone of Alberta, out all the other provinces of the West."

Mr. Boyle repeated that it was with great regret that he was compelled to believe that the transaction was a bad one for the province. It looked to him as the most careless, loose, slipshod and unbusinesslike thing that had ever happened in connection with any business that ever came before them. As a member of the old legislature he assumed of his share of responsibility. The old legislature made the same mistake as the new legislature, and the new legislature absolute power which the directors used to dissipate the assets which were entrusted to them. The Premier in a moment of heat had said there were traitors in his camp. Possibly he referred to him. In the past he had always been a member of the cabinet with the Premier and the Attorney General. But he found on this occasion he was not a member of the cabinet and if meant to be a traitor to act in the best interests of the province then he would prefer to be a traitor than to support the bargain.

The Remedy Proposed. The remedy he now proposed for the conditions now existing with reference to the railway was to open up a new province. The opening up of this vast empire of boundless wealth would be a new province, not only of national importance, but it would be a citizen of Alberta as it was and under of what it would be in the future.

When the railway line is opened to Fort McMurray there would be connection with ocean steamship lines, water for more than 2,000 miles. The McKenzie basin which comprises a large part of the north, drained a country over a million square miles in extent with the best timber of Canada, and a country from which more than a million dollars' worth of furs were at present taken out yearly.

G.T.P. and C.N.R. Refused. "I am only now raising these questions," said Mr. Cross, "in order to show the conditions when we took up our railway policy. We went to the Grand Trunk Pacific and the Canadian Northern, but they were both busy with branch and main lines, and it was impossible to induce them to build this line to the north."

"Mr. Clarke and his associates came to Alberta to invest, but they were Americans who had seen the development in their own country and saw a similar field for investment in Canada. We were not averse to dealing with these gentlemen, because they were Americans, and right here I may say that the results have got to go in that direction. Nearly all of the land in the southern part of this province that can be made of great value to the rest of the province. When this road is completed it will open up large areas of timber on the Athabasca River, and not only that, but it will open up the Athabasca valley, and the territory where there is oil, coal and asphalt. The banks of the Athabasca River for over 100 miles are solid asphalt."

Passes Through Rich Country. "This road, when completed, and it will take three very good years to complete, will open up a very rich territory in this province, and it seems to me if we are to go on growing as we have been, we must go in that direction. Nearly all of the land in the southern part of this province that can be made of great value to the rest of the province. When this road is completed it will open up large areas of timber on the Athabasca River, and not only that, but it will open up the Athabasca valley, and the territory where there is oil, coal and asphalt. The banks of the Athabasca River for over 100 miles are solid asphalt."

Dealing with the amount of the guarantee. \$20,000 a mile, Mr. Cross said if there was ever a justification for the Alberta guarantee it was in the case quoted by the member for Sturgeon (Mr. Boyle), the Toronto and Sudbury line, showing that the Ontario government for \$20,000 a mile. The country through which the Alberta and Great Waterways Railway is to run for 100 miles along the line from Edmonton is the best in Alberta, and for the next 250 miles it is just as good, according to the claims of the people who know it best."

That should make the guarantee less. Hon. Mr. Cross: "Well, the honorable gentleman from Calgary and myself have different opinions on this matter. We believe that the money is well spent in opening up the country and I assert here that the province will never have to pay one cent of interest of these guarantees. Only three years ago the Dominion government guaranteed the bonds of the C.N.R. west of Edmonton for \$25,000 a mile for a line closely paralleling the G.T.P. through the country very similar to that extending to Fort McMurray, and such being the case I assert that the provincial government made an excellent bargain in guaranteeing the bonds to open up a large country at the guarantee rate of \$20,000 a mile."

Same as Other Guarantees. Hon. Mr. Cross: "The attorney general then took up the matter of the specifications of the Alberta and Great Waterways Railway. The ex-minister had said that as those for the Canadian Northern main line and the G.T.P. branch lines and he would not have resigned if it had been the same. He proposed to show that they were the same in every particular, the same specifications being used for the three lines guaranteed."

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dition in the south of the province. The excellent crops, for there were bountiful harvests in Alberta, could not be got to the markets of the world because of the lack of railways. This was the condition of affairs with which the government were face to face at that time.

The member for Sturgeon had talked as if the railways were tumbling over themselves to build new lines. He had lived in Edmonton for eleven years and for six years of that time Edmonton was crying for a railway, but could get none despite the best efforts of her citizens.

Then the government decided that an aggressive railway policy was necessary and he asserted that it was because of the progressive railway policy of the Rutherford government that much of the prosperity of the province was now resulting.

Fertile Northland Unopened. In referring to the Alberta and Great Waterways railway the attorney general pointed out that south of the Saskatchewan river there was hardly a tree homestead in the country. The government then would have been recent to its duty had it not done something to open up the vast acreage of unopened but fertile country lying to the north. On the public platform in the last campaign he had said that instead of 25,000 population so far as Edmonton there would be a hundred thousand, and in Alberta instead of 50,000 there would be a million within the next few years. And this he still believed would be the case if the railway policy was carried out as it would be carried out by the Rutherford administration.

Hon. Mr. Cross outlined the great mineral wealth of the country north of the railway line. In that country he believed there would be a mineral development such as had never been seen before in Canada. Such being the belief of the government they would be recent to their duty if they did not open up the country as soon as possible for this country. When the Alberta and Great Waterways railway reached Fort McMurray it would open up a new province. It would open up a vast empire of boundless wealth, not only of national importance, but it would be a citizen of Alberta as it was and under of what it would be in the future.

When the railway line is opened to Fort McMurray there would be connection with ocean steamship lines, water for more than 2,000 miles. The McKenzie basin which comprises a large part of the north, drained a country over a million square miles in extent with the best timber of Canada, and a country from which more than a million dollars' worth of furs were at present taken out yearly.

G.T.P. and C.N.R. Refused. "I am only now raising these questions," said Mr. Cross, "in order to show the conditions when we took up our railway policy. We went to the Grand Trunk Pacific and the Canadian Northern, but they were both busy with branch and main lines, and it was impossible to induce them to build this line to the north."

"Mr. Clarke and his associates came to Alberta to invest, but they were Americans who had seen the development in their own country and saw a similar field for investment in Canada. We were not averse to dealing with these gentlemen, because they were Americans, and right here I may say that the results have got to go in that direction. Nearly all of the land in the southern part of this province that can be made of great value to the rest of the province. When this road is completed it will open up large areas of timber on the Athabasca River, and not only that, but it will open up the Athabasca valley, and the territory where there is oil, coal and asphalt. The banks of the Athabasca River for over 100 miles are solid asphalt."

Dealing with the amount of the guarantee. \$20,000 a mile, Mr. Cross said if there was ever a justification for the Alberta guarantee it was in the case quoted by the member for Sturgeon (Mr. Boyle), the Toronto and Sudbury line, showing that the Ontario government for \$20,000 a mile. The country through which the Alberta and Great Waterways Railway is to run for 100 miles along the line from Edmonton is the best in Alberta, and for the next 250 miles it is just as good, according to the claims of the people who know it best."

That should make the guarantee less. Hon. Mr. Cross: "Well, the honorable gentleman from Calgary and myself have different opinions on this matter. We believe that the money is well spent in opening up the country and I assert here that the province will never have to pay one cent of interest of these guarantees. Only three years ago the Dominion government guaranteed the bonds of the C.N.R. west of Edmonton for \$25,000 a mile for a line closely paralleling the G.T.P. through the country very similar to that extending to Fort McMurray, and such being the case I assert that the provincial government made an excellent bargain in guarantee